

Chapter 7 – Class Specifications: Pleasure Obstacle Driving

Article 233 Attire

Drivers should dress appropriately when competing in any Pleasure Driving class, including obstacles. This should be show attire unless otherwise specified in the ADS Omnibus or by a judge at a show.

Article 234 Participation

- 234.1 A horse may not be entered more than once in the same obstacle class, except as part of a pair or multiple.
- 234.2 A groom/passenger may compete as a driver on the same course.

Article 235 Course Walk

- 235.1 Drivers must be allowed time to walk the course prior to the start of a class and to inspect each obstacle.
- 235.2 Only officials and the Organizer may alter or work on any part of the course. If any athlete or person associated with him alters the course in any way, the athlete will be disqualified.

Article 236 Schooling

- 236.1 A practice obstacle must be provided for use in a specified area. Times for the use of the area may be controlled by management.
- 236.2 Unless expressly permitted by the Organizer, driving, leading, or riding horses on any course used for competition at any time prior to the competition without permission from the Organizer is prohibited. Failure to comply incurs elimination from any class using that course.
- 236.3 Within any division, schooling entries may be allowed at the discretion of the Organizer as published in the ADS Omnibus. These entries are not eligible for competition and will receive no score or placing in any class. At the discretion of the organizer, a horse and/or driver may drive as a Schooling Entry on the same courses used in competition after they have competed on those courses.

Article 237 The Course

- 237.1 The course may consist of Start and Finish markers, decorative materials and driveable obstacles consisting of number markers and paired cones or other materials such as rails, fence panels, barrels, etc. Cone pairs may be numbered with markers placed on the cones.
- 237.2 Unless otherwise specified in class rules, each obstacle on a prescribed course must be numbered consecutively and marked red on the right, white on the left (exceptions, Scurry Obstacles, Pick Your Route Obstacles and Gambler's Choice Obstacles classes). In Reverse Psychology Obstacles, Double Jeopardy Obstacles classes, a different-colored set of numbers may be placed to indicate the required "reverse" course. Any obstacle that cannot be clearly marked, for example, a figure of eight or an obstacle that requires a reinback, must have a clearly drawn pattern explaining the correct entrance, exit and required path on the course diagram. Within courses that consist of numbered obstacles, it is suggested that the number of an obstacle should be visible from the obstacle before it; i.e., #3 from #2. Only in Gambler's Choice Obstacles classes are point values displayed.
- 237.3 Obstacles requiring a halt or a reinback are not permitted except in a Gambler's Choice Obstacles class.
- 237.4 When a disturbance or dislodgement occurs at a complicated obstacle (figure of eight, U-turn, L-turn, etc.), the intended pattern must be completed as closely as the disturbance or dislodgement will allow or the obstacle will be considered driven incorrectly and scored under the rules for each specific class.
- 237.5 A course diagram and applicable time allowed must be posted at least two hours before the start of the class.
- 237.6 Start and finish lines for all obstacle courses should be a minimum of 3 meters wide.

Article 238 Width of Obstacles

238.1 The track width is measured at ground level on the widest track width of the vehicle. An allowance may be added for pair or multiple horses that are wider than the wheel width of the vehicle.

238.2 Clearances

a. Suggested obstacle clearances:

- Classes emphasizing precision.....20-25 cm
- Classes emphasizing speed30-40 cm
- Four-in-hand classes.....40-50 cm
- Junior, Maiden, Novice and Limit classes may benefit from wider clearances.

c. For classes that emphasize speed, it may suit local conditions to use one wide clearance for all entries, such as 200 cm.

238.3 Following are minimum clearances for multiple obstacles:

- L-shaped obstacle.....3.6 m
- U-shaped obstacle3.6 m & 4.5 m out

238.4 The metric conversion chart shown below is given as a guide for the use of management and/or course designer. In this way, either system of measuring can be used depending on the equipment available.

Metric Conversion Chart

WHEN YOU KNOW	MULTIPLY BY	TO FIND
Hands	4	Inches
Inches	2.54	Centimeters
Centimeters	0.3937	Inches
Yards	0.9	Meters
Meters	3.281	Feet
Feet	0.3048	Meters
Miles	1.609	Kilometers
Kilometers	0.6214	Miles

Article 239 Measurement of Obstacles

239.1 For "traffic cones," adjustment is made as follows:

- a. The track width of each vehicle should be taken at the ground on the widest pair of wheels. The allowance is added and the cones aligned and adjusted from corner to corner. (See illustration below.) This allows the greatest distance between the corner of the base and the upright portion of the cone. The taper of the cone provides clearance for normal hubs or whiffle trees or splinter bars.
- b. If a whiffle tree or splinter bar or the wheel hubs proves to be too wide for this arrangement, the cones must be adjusted using the widest measurement plus the appropriate allowance, measured at a height on the cone at the same height that the widest part is above the ground. (See illustration below.)

239.2 On cones with perpendicular sides, adjustment for the widest part of the vehicle at the highest part of the cone may be made.

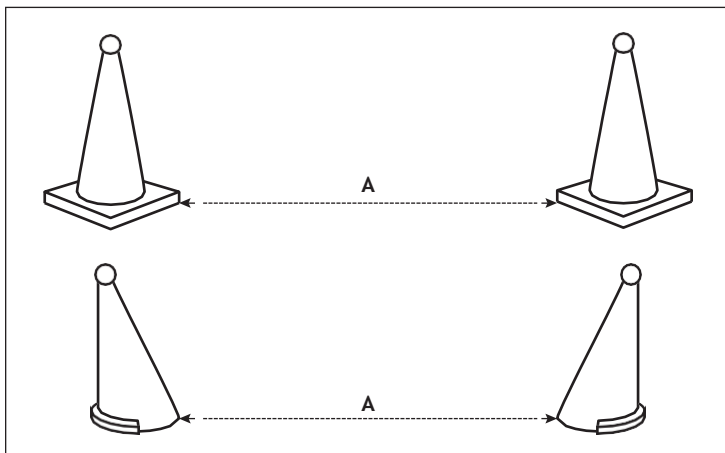


Illustration of Cones

239.3 It is the responsibility of the Technical Delegate to ensure that each set of markers is properly adjusted.

Article 240 Time Allowed

240.1 The Time Allowed is calculated by dividing the course measurement by the set speed for each class. A driveable line from obstacle to obstacle should be followed when determining the course length.

240.2 Suggested Speeds

SUGGESTED SPEEDS FOR CALCULATION OF OBSTACLE COURSE TIME ALLOWED	
Singles and pairs (VSE)	180 meters per min.
Singles	220 meters per min.
Pairs	220 meters per min.
Tandem and Four-in-hand Horses	200 meters per min.
Tandem and Four-in-hand Ponies	190 meters per min.
Tandem and Four-in-hand VSE	170 meters per min.

240.3 Time Limits are twice the Time Allowed.

240.4 Any obstacle class in which placings are decided using a total time does not require calculating a "time allowed." A time limit may be set at management's discretion, allowing a reasonably easy speed required to complete the course, keeping in mind the tightness of turns and limitations of the arena.

Article 241 Timing

241.1 Timing with Stopwatches – Time is taken from the moment the first horse's nose crosses the starting line until the first horse's nose crosses the finish line, except where indicated in class specifications, i.e., Fault and Out, Progressive, etc.

241.2 Timing with Electronic Timers – time is taken from the moment the photo cell beam is broken (by the first part of the turnout to reach the starting line) until the beam is broken at the finish.

- 241.3 Timing a Stop – If it becomes necessary to stop a competitor for any reason (marker blown over, unauthorized animal or person on course, etc.) a signal will be given and time stopped. The driver will be allowed to go back far enough to regain momentum and wait. A signal will be given when the driver must resume the course. The timing watch will be restarted when the competitor reaches the point at which time was stopped.
- 241.4 Course time must be recorded manually or electronically to the hundredths of a second.

Article 242 Disobedience

Disobediences are penalized as stated in the individual class specifications. They are defined as follows:

- 242.1 A run-out is defined as evading an obstacle to be driven or the start/finish line.
- 242.2 A refusal is defined as stopping and stepping back or sideways before an obstacle
- Stopping in front of an obstacle without dislodging it and without backing up followed immediately by driving cleanly through is not penalized.
 - If the halt is prolonged or if the horse backs even a single step voluntarily or not, a refusal is incurred.
 - If, in the commission of the refusal, any part of an obstacle is disturbed and class specifications require repair or resetting, the procedure outlined in will apply.

Article 243 Off-Course

- 243.1 Unless otherwise specified in individual class rules, a driver is off-course if:
- a required obstacle is not driven
 - the start or finish line is not driven
 - an obstacle is driven in reverse direction, out of sequence or driven twice
 - the start or finish line is driven in reverse direction, out of sequence or driven twice
 - the entire turnout (all horses and all wheels of the vehicle) fails to pass through the obstacle or the start/finish markers
 - an entry disturbs any part of an obstacle out of its driving sequence

Article 244 Ties in Placing

- 244.1 Unless otherwise specified in individual class rules:
- Low total time basis – For classes determined on a low total time basis, the competitor with the lowest course fault total will be placed ahead of competitor with higher course fault totals.
 - Low fault basis – For classes determined on a low fault basis, the competitor with the fastest time will be placed ahead of the competitor with a slower time.
 - High-point basis – For classes determined on a high-point basis, the competitor with the fastest time will be placed ahead of the competitor with a slower time.
- In either case, if ties still remain, ties may remain or be resolved by the flip of a coin or a drive-off at the discretion of the judge in consultation with the organizer.
- 244.2 If two entries under the same ownership are tied, the owner may designate the order of finish.
- 244.3 Any competitor who advises the judge that he will not participate in a drive-off must be placed last of the competitors in that drive-off. Should more than one of the tied competitors elect not to participate, all those not participating remain tied among themselves. Should there be only one remaining competitor, he is required to attempt at least the first obstacle in order to be placed first in the drive-off.
- 244.4 Except in the Fault-and-Out Obstacles class, when two or more competitors incur elimination during a drive-off, they remain tied regardless of the cause of elimination or point at which it occurred. A competitor who voluntarily withdraws must always be placed after a competitor who has been eliminated in the same drive-off.

SECTION B. OBSTACLE DRIVING CLASS CONDITIONS

Article 245 Salute

No salute is required before competing in any Obstacle Driving Class.

Article 246 Penalties

Unless otherwise specified, these penalties will apply to all Obstacle classes. Additional penalties will apply as specified in individual class rules. (See [Art. 211 Break in Gaits](#)).

PLEASURE DRIVING OBSTACLE PENALTIES		
Knocking over start or finish marker		5 seconds
Knocking down or dislodging obstacle		5 seconds
Break to canter	1st break to canter 2nd break to canter 3rd break to canter 4th break to canter Prolonged canter	5 seconds 5 seconds 5 seconds Elimination Elimination
Disobedience or groom(s) dismounting (cumulative over course)	1st incident 2nd incident 3rd incident	5 seconds 10 seconds Elimination
Starting before signal		Elimination
Failure to cross starting line within one minute of signal		Elimination
Off-course		Elimination
Outside assistance		Elimination
Failure to carry whip in hand at all times while driving (Art. 207.2)		Elimination
Use of a tie-down or overcheck		Elimination
Breakage of harness or vehicle		Elimination
Exceeding time limit (twice time allowed)		Elimination
Entries that overturn		Elimination
Failure of entire entry to pass through start or finish markers		Elimination

Article 247 Timed Obstacles

- 247.1 To be driven over a prescribed course of obstacles. The number of obstacles to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.
- 247.2 After passing the starting line, the driver proceeds through each obstacle in order to the designated finish line.
- 247.3 Course faults are assessed as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis.

Article 248 Specialty Time Competitions**248.1 Scurry Obstacle**

- To be driven over a course of unnumbered obstacles consisting of cones and balls, not to exceed 10 obstacles.
- After passing through the Start markers from any direction, the driver proceeds through each obstacle from any direction, in any order. Each obstacle must be driven once. Upon completion of the course, the driver must pass through the Finish markers from any direction, where time will be taken.
- Refusals and run-outs will not be penalized.
- Course faults will be scored as penalty seconds and added to the driver's elapsed time. Placings will be determined on a low total time basis. Ties for first place will be broken by a drive-off, unless otherwise stated in the ADS Omnibus.

248.2 Town and Country Obstacles

Same rules as [Art. 247 Timed Obstacles](#) with the following exceptions: Obstacles are set at 2.0m for all competitors. At least 30% of the obstacles must not be a pair of cones, but instead an obstacle that could be encountered while out driving through town or country; i.e., mailbox and cones, trash barrel and cone, flagpole and a cone, fence section and cone, bridge, poles set like guardrails, wood piles, artificial animals (these should be set at a distance from a pair of cones to avoid frightening animals).

248.3 Double Jeopardy Obstacles

- a. To be driven over a prescribed course of obstacles (paired markers) by an entry with two drivers. 8-10 obstacles are recommended as a course length, but the number may be adjusted to be proportionate to the dimensions of the driving area.
- b. After passing through the Start markers, the first driver proceeds through each obstacle and through the designated Finish markers, where time is stopped. After coming to a halt, the reins and whip are transferred to the second driver. Only after there is complete control of the reins and whip may the second driver proceed as follows: Beginning with the designated Start markers, the time is continued for the reverse course, continuing through the obstacles in reverse order and in the reverse direction and through the designated Finish markers for the reverse course. It is recommended that a different colored set of numbers be placed to indicate the required "reverse" course.
- c. Failure to come to a halt before the exchange of reins and whip will incur elimination.
- d. Course faults are as listed in [Art. 246 Penalties](#). Course faults are scored as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis.
- e. Entries may be stopped by a signal from the judge before driving through the designated Start markers for the reverse course to allow dislodged/disturbed obstacles to be rebuilt. See [Art. 241.2 Timing A Stop](#).

248.4 Reverse Psychology Obstacles

- a. To be driven over a prescribed course of obstacles (paired markers). 8-10 obstacles are recommended as a course length, but the number may be adjusted to be proportionate to the dimensions of the driving area.
- b. After passing through the Start markers, all the obstacles must be driven in the correct sequence. After completing the highest-numbered obstacle, the driver will then turn and drive that obstacle in the reverse direction and continue to drive all the remaining obstacles in reverse order and in the reverse direction and through the Finish markers where timing will stop.
- c. Course faults are as listed in [Art. 246 Penalties](#). Course faults are scored as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis.
- d. Entries may be stopped by a signal from the judge after completing the highest-numbered obstacle to allow dislodged/disturbed obstacles to be rebuilt.

248.5 Pick Your Route Obstacles

- a. To be driven over a course of obstacles (paired markers) with no set route. The number of obstacles to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.
- b. Typically, obstacles in this type of class are not measured for each entry but are set at 200 cm at the start of the competition, and only reset in the event of a knockdown.
- c. After passing through the Start markers, the driver proceeds through each obstacle to the designated Finish markers, choosing his own route. Each obstacle and the start and finish lines may be driven from either direction. Driving an obstacle more than once or through the Start/Finish lines out of sequence will be considered off course.
- d. Course faults are listed in [Art. 246 Penalties](#). Course faults are scored as penalty seconds and are added to the driver's elapsed time. Placings are determined on a low total time basis.

248.6 Your Route/My Route Obstacles

- a. To be driven over a course of 10 numbered obstacles.
- b. The suggested minimum obstacle clearance is 200 cm for paired markers and a minimum of 3.6 m for multiple obstacles such as “L” and “U” shapes.
- c. Your route: After passing through the start markers, the driver drives through all 10 obstacles in the correct sequence and direction.
- d. My route: After completing the #10 obstacle, the competitor will continue, without passing through the Start/Finish markers by driving all obstacles a second time in any sequence and in either direction. Time will be taken when passing through the Finish markers in either direction.
- e. Entries may be stopped by a signal from the judge after completing the #10 obstacle to allow dislodged/disturbed obstacles to be rebuilt. See .
- f. Course faults are assessed as penalty seconds and are added to the driver’s elapsed time. Placings are determined on a low total time basis. Ties for first may be decided by a drive-off (unless otherwise stated in the ADS Omnibus).

Article 249 High-Point Competitions

- a. Unless otherwise specified, these penalties will apply where applicable to all High-Point Competitions.
- b. Additional penalties will apply as specified in individual class rules.
- c. Penalties

PENALTIES IN HIGH-POINT COMPETITIONS	
Starting before the signal	Elimination
Failure to cross start line within one minute	Elimination
Outside assistance	Elimination
Failure to carry a whip ()	Elimination
Use of a tie-down or overcheck	Elimination
Breakage of harness or vehicle	Elimination
Entries that overturn	Elimination
Prolonged canter	Elimination
Failure of entire entry to pass through Start or Finish markers	Elimination
Off course	Elimination

249.1 Fault and Out Obstacles

- a. A timed course of numbered obstacles to be driven at the trot. The number of obstacles to be proportionate to the dimensions of the driving area and not to exceed 10 obstacles.
- b. After passing through the Start markers, the driver proceeds through each consecutively numbered obstacle, in order, until the allowed time expires (suggested time, 90 seconds to two minutes), or until an obstacle is dislodged or a disobedience occurs.
- c. If all the obstacles are driven cleanly before the allowed time expires, the driver will begin the course again, starting with obstacle #1, without having to pass through the Start markers, however, passing through the Start markers more than once is not considered “off course” and is not penalized.
- d. Two points will be scored for each obstacle cleared before the allowed time expires, a disobedience occurs or an obstacle is dislodged.

- e. When the allowed time expires, a disobedience occurs or an obstacle is dislodged, a signal will be given. The driver then proceeds through the next consecutively numbered obstacle. The time will be taken when the rear axle clears this obstacle. If that obstacle is cleared, one point is scored. If it is dislodged, no points for that dislodged obstacle are scored, but the time is still taken.
- f. The score of a driver who fails to drive the next consecutively numbered obstacle after the whistle is blown counts, up to the point where the signal is given, but the competitor must be placed after those with an equal score and time.
- g. Placings will be determined by the greatest number of points.

249.2 Progressive Obstacles

- a. To be driven at the trot over a course of six numbered obstacles which will be adjusted to the following clearances: # 1 – 51cm, #2 – 41cm, #3 – 30cm, #4 – 20cm, #5 – 10cm, #6 – 5cm.
- b. After passing the starting line, the entry proceeds through each obstacle, in order, until finishing the course or dislodging an obstacle.
- c. Scoring
 - Time to be recorded when the rear axle clears the last obstacle. Points accumulated to that point count.
 - Time to be recorded when an obstacle is dislodged. Points accumulated to that point count.
 - For a disobedience or for going off course, points accumulated to that point count; however, no time will be recorded.
 - Two points given for each set of cones cleared. No points given for dislodged obstacle.
 - Placings determined on a high-point basis.
 - Entries with accumulated points and no recorded time are placed after those with equal points and recorded times.
- d. Penalties

PENALTIES IN PROGRESSIVE OBSTACLES	
Dislodging an obstacle	Accumulated points and time recorded to that point
Break in gait (to canter or walk)	Accumulated points and time recorded to that point
Disobedience	Accumulated points count, no time recorded
Off course.	Accumulated points count, no time recorded
Groom(s) dismounting.	Accumulated points count, no time recorded

249.3 Gambler’s Choice Obstacles

- a. To be driven over a course of unnumbered obstacles, each carrying a specific point value.
- b. Each driver has the same allowed time to negotiate as many obstacles as possible. Each obstacle is assigned a point value according to its degree of difficulty and each driver tries to amass as high a score as possible within the time allowed.
- c. After passing through the Start markers, the driver may drive through the obstacles, in any order, from any direction. Each obstacle may be driven twice, but not in succession. If driven a third time, no points will be awarded.
- d. No obstacle may be redriven once it has been disturbed. (Exception: obstacles which are designed to be knocked down.)
- e. No points will be awarded for an incorrectly driven obstacle. If the obstacle is incorrectly driven, but not disturbed, it may be attempted again.
- f. If a horse should refuse or run out at an obstacle without disturbing it, the driver may elect not to attempt it and may drive to another obstacle without penalty. The obstacle may be attempted later. If it is correctly driven the appropriate points will be recorded.
- g. A signal will sound at the end of the allowed time and the driver must then exit through the Finish markers where the total time on the course will be recorded.

- h. If the signal sounds when the competitor is committed to an obstacle, the competitor may complete the obstacle and receive the appropriate points, then proceed through the finish markers for total time to be recorded. Whether or not the competitor was committed to the last obstacle at the signal will be left to the discretion of the judge.
- i. Dislodging a start or finish marker will incur a penalty of 5% of the total points accumulated by the entry.
- j. Break to canter will be penalized as follows (incident penalties are cumulative):
 - 1st incident = 5% of total points accumulated
 - 2nd incident = an additional 5% of total points accumulated
 - 3rd incident = an additional 5% of total points accumulated
 - 4th incident = elimination

Article 250 Fault Competitions

250.1 Cross Country Obstacles

- a. To be driven over a prescribed course of natural and/or artificial obstacles designed to simulate those that might be encountered on a country drive (i.e., bridges, water, log pile, farm animal pens, etc.) Obstacles should be designed to be easily driven and are not to simulate Combined Driving Obstacles. Obstacles must be clearly numbered.
- b. The suggested length of course is approximately 1 kilometer. Should the course design not allow judges to be able to see the entire course while judging, organizers may position spotters to observe and record course violations to be submitted to an event official for final scoring, and spotters will also serve as observers for safety during this class. Spotters should be able to communicate with an event official during the class.
- c. After passing through the Start markers, the driver proceeds through each obstacle, in order, keeping within the limits of the designated course markers and passing through the designated Finish markers.
 - Placings will be determined on a low fault basis (i.e., those with fewer faults finish ahead of those with more faults).
 - Course faults and one fault for each commenced second over the Time Allowed are added together for a total score.
 - The Time Allowed is to be calculated as per [Art. 240](#).
 - Time will decide ties for those with equal fault totals.
- d. Penalties

PENALTIES FOR CROSS COUNTRY FAULT COMPETITION		
Exceeding time allowed (every commenced second)		1 fault
Knocking down or dislodging obstacle or course marker		4 faults
Break in gait to canter	1st break to canter 2nd break to canter 3rd break to canter 4th break to canter	5 faults 5 faults 5 faults Elimination
Prolonged canter		Elimination
Disobedience or groom(s) dismounting anywhere on course (cumulative over course)	1st incident 2nd incident 3rd incident	3 faults 6 faults Elimination

250.2 Fault Obstacle

- a. To be driven over a prescribed course of numbered obstacles. The number of obstacles to be proportionate to the dimensions of the driving area. Not to exceed 20 obstacles.
- b. As this class should be considered a test of precision driving, it is suggested that the obstacles be set at minimum allowances if the level of competition warrants.
- c. After passing through the Start line, the driver proceeds through each obstacle in order and through the Finish line.
- d. Placings will be determined on a low-fault basis (i.e., those with fewer faults finish ahead of those with more faults).
 - Course faults and one fault for each commenced second over the Time Allowed are added together for a total score.
 - The Time Allowed is to be calculated as per [Art. 240](#).
 - Time will decide ties for those with equal fault totals.